THE SMOKE ELEVATOR.

The accompanying cuts explain the construction of a little machine registered by Mr. Rickets, of Agar-street, Strand, for the cure of smoky chimnies.

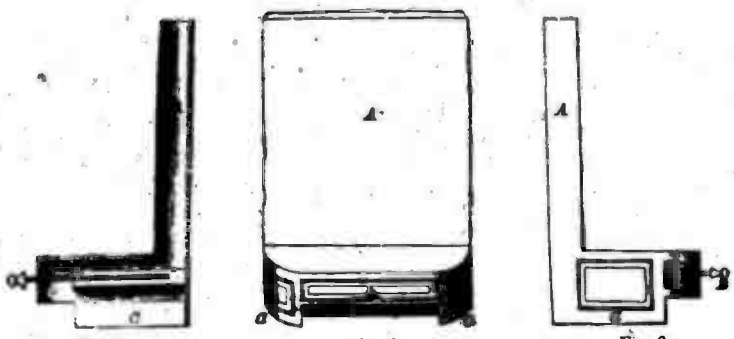

Fig. 3. Fig. 1. Fig. 2.

Fig 1, front elevation; fig. 2, side; and fig. 3, section, of apparatus. AA is a flat iron pipe to be passed up the chimney through an iron plate, to be placed across the throat of the chimney, or through a hole cut to the size of pipe in the fall down back, if a register stove. BB is a sliding plate, by means of which the draught may be increased, or decreased.

In one case where we saw it used, it seemed to answer the purpose extremely well, and as it is simple and inexpensive, and can be applied without difficulty or disfigurement, some of our readers may be glad to have it made known to them.

INTERMENT IN TOWNS.

"The interment of the perishing remains of the dead in the midst of the close and crowded streets of densely peopled towns," says the *Provincial Medical and Surgical Journal*, "is one which daily acquires more claims to consideration. The sepultural indecencies exposed by Mr. G. A. Walker, the indefatigable author of "Gatherings from Grave Yards," and other similar publications, and the extraordinary nature of some of the proceedings in the London burying grounds, which he has brought to light, are almost incredible. Yet, although perhaps in a minor degree, they find their parallel in provincial towns."

Mr. Walker remarks in a later work: "The celebrated Bunhill Fields, City Road, was originally opened as a burying place in the year 1665. It contains about seven acres. It is supposed that considerably upwards of one hundred thousand interments have taken place in this ground, and that one million of pounds sterling have been derived in fees, &c., from the burial of the dead."

From a statistical account of burials within the walls of the city of Norwich, now before us, to which we refer as having been very lately compiled by Mr. Crosse for the purpose of elucidating the question under consideration, it appears that the yearly average of burials in that city, during the last ten years, has been 1269. The extent of the church-yards, including the ground on which the churches (thirty-five in number) stand, foot-ways, &c., is little more than twelve acres and a quarter. It would be easy to show from an examination of the extent of the individual burial-grounds, that the annual number of interments is in very many instances at least double, and in some, three and four times the rate mentioned by Mr. Walker as allowable.

The Bunhill Fields burying ground mentioned above, contains, it is stated, about seven acres, and Mr. Walker calculates, that from the year 1665, a period of one hundred and eighty years, upwards of one hundred thousand interments have taken place there. Now, making the allowance we have indicated for the space otherwise occupied, the aggregate of the Norwich burying grounds, will probably not much exceed the Bunhill Fields in extent. The number of burials in the Norwich churchyards, within the walls, during the last ten years, was 12,691. What has been the amount during the period of time (one hundred and eighty years) that the Bunhill Fields ground has been opened? The answer would probably show, that the abuses pointed out as occurring in the metropolis, will be equally apparent here.

It has been observed on a former occasion, that the public attention seems alive to these evils when once properly pointed out; but there is much reason to suppose that very many of our large provincial towns are similarly situated in this respect to Norwich, and some of them in a far worse condition. We know of no more acceptable service that could be performed by those who have the required time and opportunity, than the collecting of information on this subject in country districts. Mr. Walker's researches upon the burial grounds of the metropolis will form an admirable guide to any one who may be disposed to take up the inquiry elsewhere, and Mr. Crosse's success at Norwich a sufficient encouragement."

WEIGHT OF IRON BOLTS AND NUTS.

Sir,—Not having seen in any work on engineering a similar table to the following, wherein the exact weight is given of those bolts and nuts generally used, and feeling assured that in many instances it would prove practically useful to young men when estimating, I have calculated, and beg to forward the same for insertion in The Builder if it meet with your approval. I am, Sir, &c.

F. Mulholland.

15, Ward-street, Lambeth.

Diameter of bolt.	Weight of 1 foot of round iron.	Weight of 1 inch of round iron.	Weight of nut.	Weight of head.
Inches.	lbs.	lbs.	lbs.	lbs.
¼	0·6	·016	·021	·021
⅜	0·4	·033	·062	·062
½	0·7	·058	·145	·145
⅝	1·0	·083	·26	·26
¾	1·5	·125	·468	·468
⅞	2·	·166	·729	·729
1	2·7	·225	1·125	1·125
1⅛	3·4	·283	1·77	1·77
1¼	4·3	·35	2·167	2·167
1⅜	5·	·416	2·86	2·86
1½	6·	·5	3·73	3·73
1⅝	7·	·583	4·74	4·74

IMPROVEMENT OF THE CITY.

At a late meeting in Cordwainers' Ward, Mr. Lott took occasion to allude to a matter of great interest to the citizens of London, and which he trusted the influential press of London would continue to notice until its accomplishment should be effected—namely, the resolution of the Court of Common Council to expend the sum of 20,000*l.* annually upon City improvements. The attention of the citizens should, he said, be expressly devoted to that subject, as he feared some of the projected improvements were not of a very eligible description. Of those improvements which had been completed, Gresham-street was anything but satisfactory, for, although probably interesting to the antiquarian as a restoration of Crooked-lane, the aforesaid street led to nothing, and came from nowhere. It was now proposed to form a magnificent street to Lincoln's-inn-fields from Cheapside. Such a scheme he could not consider judicious, as it would constitute the formation of a third inlet of traffic into a street already immensely crowded. Another important question under discussion in the corporation was, the formation of railway termini within the City. He considered the granting exclusive accommodation in this respect to the directors of the Direct Manchester line an unfair privilege. In his opinion, all the railways ought to be accommodated; but as the site of Farringdon Market or the Fleet would be far too small for them, and the intersecting great public streets would be prejudical to trade, he thought a spacious and convenient terminus might be made on the north side of Holborn from a viaduct from one hill to the other, thus getting rid of much obnoxious property, now known as Field-lane and the neighbouring streets.

New Books.

The Laws relating to Buildings: and a copious Glossary of technical terms peculiar to building. By T. Chambers, barrister-at-law, and Geo. Tattersall, surveyor. Lumley, Chancery-lane. 1845.

This very useful volume comprises the Metropolitan Buildings Act, the laws relating to fixtures, insurance against fire, and dilapidations, actions on builders' bills, and a glossary. As the Preface says:—

"Its effect is directly practical, and the selection and arrangement of the materials have been governed accordingly; everything not of immediate utility having been rigidly excluded, with a view to bring prominently forward the most intelligible and popular explanation of the law; avoiding, as far as practicable, all expressions which are technical, or abstruse, and therefore difficult of comprehension to the unprofessional reader."

The section on dilapidations is discriminating and clear. It is to be regretted that it contains a sweeping condemnation of the report on dilapidations published by the Institute of British Architects,—a condemnation in no way authorised by the evidence adduced.

The following extract forms the introduction to the section, "Actions on builders' bills."

"Two main causes unite to produce frequent disputes relative to builders' bills. Of these, the chief is to be found in that continual struggle of competition, which, pervading every trade, causes the employer to beat down the builder below a fair price,—whilst, on the other hand, it induces the contractor to keep in the back-ground many items which must eventually come forward. The other is the natural consequence of those accidents and changes attendant upon all building transactions, which make the slightest deviation from the original plan, the source of many heavy,—and we must add frequently groundless—charges by the contractor, under the head of "extras."

A third, but comparatively insignificant source of contention is to be found in the architect's specification. To any person who will consider for one moment the multitude of provisions to be made in the erection even of an ordinary dwelling-house,—the intricacy of their nature, and the almost trifling minutiæ of their arrangement,—it cannot for a moment appear extraordinary that some few items should escape his notice. Indeed the wonder would seem rather to be that so many are carefully remembered, than that a few should be forgotten.

From which soever of these causes disputes between the contractor and his employer originate, their nature is almost invariably the same,—they are points of construction, not matters of fact. In other words, the question at issue is not one of workmanship, nor of price, but whether the subject of extra claim forms a part of the contract or not.

All specifications have a schedule of conditions annexed, which after alluding to the completion of the works, payment of the money, &c., usually contains a clause to the following effect: "and also, that if the description of any thing necessary to complete the said works according to the design expressed in the drawings, or in the foregoing specification, or to be understood by fair inference therefrom, be omitted in the said specification or drawings, the contractor shall take no advantage of such omission or omissions, but shall supply whatever may be needed to complete the whole without any additional charge."

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